

**Silver Spring Citizens Advisory Board Meeting**  
**Minutes**  
**April 14, 2008**

**Members:** Alan Bowser, Debbie Spielberg, Darian Unger, Marilyn Seitz, Lucinda Lessley, Mark Woodard, Megan Moriarty, Kathy Stevens, and, Phil Olivetti, Mitch Warren, Victor Weissberg, Mary Pat Spon, Evan Glass and Tiffany Graham-Golden

**Members Absent:** Deborah Linn, Jerry Yokoyama, Cassandra Ford and Fran Rothstein

**Call to Order and Introduction:** Debbie Spielberg, Chair, called the meeting to order at 7:05 p.m. members and attendees introduced themselves.

**Approval of Minutes:** The Silver Spring Citizens Advisory Board approved the March 10, 2008 minutes.

**Community Comments**

Bob Colvin handed out the Advocate East Silver Spring Citizens Association Inc. Newsletter and stated that there was an attempted armed robbery and many alleged crimes have occurred in the East Silver Spring Citizens Association community (zip code 20910). We have invited the Police to our next ESSCA meeting on April 21. WSSC is suppose to be doing some water main work in our area and hope to have someone from WSSC come to the meeting and give an update.

**Chair Report**

Debbie Spielberg reported that:

- The County Executive has proposed renaming all the Citizens Advisory Board to Regional Advisory Board to match up with the Regional Centers and unless there is no strong objections we propose agreeing to the renaming

**Motion:** The Silver Spring Citizens Advisory Board agreed to the renaming of all the Citizens Advisory Boards to Regional Advisory Board with (2 *abstentions*)

- Andrew Wexler expressed an interest in being re-appointed to the Silver Spring Transportation Management District Advisory Committee, (SSTMDAC) he is our appointee and I am requesting that we re-nominate him. We discussed this at the Executive Committee and there is some disappointment that we don't work more closely with the folks that are our nominees on various Boards and Committees. Darian Unger stated at the Executive Committee that he would be inviting Andrew Wexler to attend the Silver Spring Citizens Advisory Boards, Transportation and Pedestrian Safety Committee meeting at a mutual agreeable time. My thought is to nominate Andrew Wexler for one more round and see if we can engage in a productive dialogue back and forth through our committee since he is eager to continue in this role.

**Motion:** The Silver Spring Citizens Advisory agreed to nominate Andrew Wexler to the Silver Spring Transportation Management District Advisory Committee, (SSTMDAC) with the understanding that Darian Unger will extend an invitation for him to attend the Transportation and Pedestrian Safety Committee. (2 *abstentions*)

**Director Report:**

Gary Stith reported that:

- A copy has been distributed of the Executive Summary Report and Recommendation from the Affordable Housing Task Force it is on our county website. If you would like to request a hard copy of the report we can provide one to you
- We have new Dinning Guides that Auras Design helped put together. Unfortunately it's already out of date because Jerry Sub Shop on Fenton Street is closed. The owner of Rostas that closed where T-Mobile is located has purchased the building and is going to re-open his Rostas Store in that building.
- Montgomery County is celebrating Earth Day 2008 on April 26 and 27 and you can contact the volunteer center if you are interested in participating in any activities or events related to Earth Day in the County.
- The fountain will be turned on Friday, April 18.
- Silver Spring Town Center Inc. is holding a community conversation concert at Mayorga on April 24 from 6-9 p.m.
- MTA is having a community wide update meeting on the Purple Line April 28 at Round House Theatre on Colesville. This is the evening the Silver Spring Citizens Advisory Board Transportation and Pedestrian Safety Committee normally meets the Darian Unger, Chair has decided to move the Transportation and Pedestrian Safety Committee meeting to Wednesday April 30 at 7:00 p.m.. We will be sending out a flyer from MTA giving you more details of this public meeting.
- On April 29 at 7:00 p.m. we will have a Community Based Collaboration for Positive Youth Development meeting at the Long Branch Community Center.
- Park and Planning is having their 3<sup>rd</sup> and final community meeting on the Georgia Avenue Concept Study at the Saddlebrook Park Police Headquarters at 12751 Layhill Road, Silver Spring.
- Acorn Market will be in South Silver Spring at Acorn Park on Kennett Street. There will be art vendors, crafts vendors, an organic farmer and, music on May 10 from 10-5 p.m.
- The Annual Retreat is on May 31, at the Silver Spring Urban District Office, 3<sup>RD</sup> floor.
- We distributed to you the Central Business District Map and it is currently being updated once the map is revised we will provide new copies.

Debbie Spielberg stated that a large portion of the meeting this evening will be the Boards on-going efforts to discuss issues and community concerns on the Purple Line. We would like to welcome Tom Autry, Park and Planning and Mike Madden, Chief, Project Development Office of Planning for Maryland Transit Administration, Maryland Department of Transportation.

### **Discussion of the Purple Line:**

Mike Madden gave a Power Point slide presentation on the Purple Line Project to the Silver Spring Citizens Advisory Board as follows:

### **Ridership and Cost Results**

<b>Alternative</b>	<b>Ridership (Daily Boardings)</b>	<b>New Transit Trips Over TSM</b>	<b>Capital Costs (Millions – 2007\$)</b>	<b>Operating &amp; Maintenance Costs (Millions -2007\$)</b>
Alternative 2: TSM		N/A	\$45-50	\$14.6
<b>BRT</b>				
Alternative 3: Low Investment BRT	37,000-40,000	3,000 - 3,200	\$420 – 460	\$17.3
Alternative 4: Medium Investment BRT	49,000-52,000	6,900 - 7,200	\$620 – 700	\$15.6
Alternative 5: High Investment BRT	56,000-59,000	9,100 - 9,400	\$1,120 – 1,240	\$14.4
<b>LRT</b>				
Alternative 6 Low Investment LRT	57,000 – 59,500	9,700 – 10,000	\$1,160 – 1,270	\$26.4
Alternative 7: Medium Investment LRT	60,000 -63,000	10,600 – 11,000	\$1, 175 – 1,350	\$25.0
Alternative 8 High Investment LRT	65,000 – 68,000	12, 400 – 12, 900	\$1,580 – 1, 750	\$22.8

Preliminary estimates; subject to change based on possible refinements to the alternatives.

The Ridership (Daily Boardings) estimates include trips primarily on the Purple Line and trips primarily on Metrorail and MARC that also use Purple Line for some portion of the trip. Include students and special event visitors.

The ridership forecast levels compare well with similar projects being implemented around the US.

### **Travel Times**

#### **Estimated 2030 Travel times (in minutes) between Stations by Alternative**

<b>Station to Station</b>	<b>TSM</b>	<b>Low BRT</b>	<b>Med BRT</b>	<b>High BRT</b>	<b>Low LRT</b>	<b>Med LRT</b>	<b>High LRT</b>
Bethesda-Takoma Langley	61	51	38	33	29	26	23
Bethesda-New Carrollton	108	96	73	60	62	59	50
Silver Spring – Riverdale Park	62	59	43	33	39	38	32
Silver Spring – College Park Metro	53	52	36	28	32	31	27
East Silver Spring – Silver Spring	8	8	7	5	7	7	4
New Carrollton – Riverdale Park	12	13	13	10	13	13	10
New Carrollton – Silver Spring	73	72	55	43	51	50	42

### **Silver Spring - Benefits**

The purple line may present the only viable improvement to east-west travel. The Silver Spring Central Business District continues to grow. Silver Spring is a major employment and activity center. There are transit dependent populations within the corridor and a Purple Line would reduce the reliance and need for auto access/traffic.

### **Challenges**

Develop alternatives where the community transit pedestrians and traffic can co-exist. Minimize impacts to adjacent properties and the surrounding community. Minimize impacts to traffic and improve flows where possible Serve the community with accessible stations and provide attractive streetscape design, stations, safe crossings, etc.

### **East Silver Spring**

Community concerns regarding impacts of East Silver Spring surface alignments and support of tunnel options.

A range of surface alignment configurations (shared, shared with left turn lanes, and dedicated lanes) are being evaluated to compare community concerns, traffic impacts, travel times, operational considerations, and cost effectiveness

In response to community concerns, tunnel option to Mansfield is being evaluated

Two additional stations have been added for consideration to better serve the community – Dale and Manchester.

### **Estimated Reduction in Vehicle Trips**

The chart is showing total reduction in vehicle trips represented to and from the Silver Spring district. The district covers the area between CSX corridor and the University Boulevard to the east and west, and the Capital Beltway and the DC City line to the north and south

### **Good Connections to Metro**

Silver Spring Transit Center – Space for the Purple Line station platforms has been reserved one level above the existing Metro tracks

### **Bonifant Street.**

Considering several different options east of Georgia Avenue, but under each the Purple Line would be on the north side of the street

- One-way auto traffic, maintaining on-street parking along the south curb line
- Two-way auto traffic, with no on-street parking

Purple Line would have no interaction with the intersection of Fenton Street and Bonifant Street Crossing of Georgia Avenue would be accomplished at grade at the existing signalized intersection of Bonifant and Georgia.

Existing peak hour volumes on Bonifant Street (east of Georgia) are less than 200 vehicles per hour in the heaviest direction.

### **Silver Spring Library Site**

Coordination with Montgomery County and Silver Spring Library to integrate transitway and additional station at Fenton Street into new library development site.

### **Shared, Dedicated and/or Turn Lanes**

Traffic operations

- Wayne Avenue
- Local Street

Transit operations

- Travel times
- Reliability

Parking

Community impacts/concerns

### **Wayne Avenue – Traffic Study**

Study Components

- Collected field data/Observations
  - Traffic Counts & Travel Time Data
- Evaluated existing traffic operations
- Evaluated future (2030) No build traffic
- Evaluated future (2030) Build alternatives including:

- Shared lanes, shared lanes with left turn lanes, dedicated lanes with left turn lanes

### **Traffic Study Conclusions**

Transit in shared lanes does not increase congestion

Adding left turn lanes at signalized intersections improves traffic conditions

Dedicated lanes would require additional widening at certain intersections to maintain No-Build levels of service.

Average travel times between SSTC and Manchester:

<b>At-grade option</b>	<b>Average time</b>	<b>Best Case Trip</b>	<b>Worst Case Trip</b>
Shared	10 minutes	8.6 minutes	11.4 minutes
Shared with left turns	9 minutes	8.1 minutes	9.3 minutes
Dedicated	6 minutes	5.2 minutes	7 minutes

Major Benefit of dedicated lanes is improved schedule reliability

### **Wayne Avenue At Grade**

#### **Current Findings**

For surface alternatives, transitway would operate in shared traffic lanes with added turn lanes at key intersections.

#### **Why?**

Shared lanes would allow on-street parking in most areas during off- peak periods (similar to the situation today). Shared lanes would not significantly increase cut-through traffic on adjacent streets. The addition of turn lanes would improve traffic operations over the No –Build alternative. Best balance of community concerns and transportation operations.

#### **Wayne Avenue at Fenton Street**

Changes to intersection – The Purple Line would form a fifth leg in the southwestern quadrant of the intersection, at the proposed Silver Spring Library. A dedicated lane for westbound LRT vehicles would be added along Wayne Avenue approximately 400 -500’ east of Fenton Street. Three westbound travel lanes: a left turn lane, a through lane, and a shared through/right-turn lane would be maintained on westbound Wayne Avenue and no other intersection modifications are proposed at this location.

Intersection Traffic Operations- New signal phase serving both eastbound and westbound LRT vehicles. Westbound through and right turn traffic, as well as eastbound left turn traffic on Wayne Avenue could also move during this new phase, reducing its impact on the overall intersection operations. The average delay per vehicle at the intersection would increase by approximately 15 seconds during the PM peak hour due to the addition of the Purple Line.

#### **Whole Food Access.**

The three existing access points are Wayne Avenue, Pershing Drive and Fenton Street. Wayne Avenue entrance has been identified as problematic by community. We are evaluating optional access and coordinating with County representatives and property owner.

#### **Wayne Avenue a Cedar Street**

Changes to intersection west of the intersection, a new eastbound left turn lane, approximately 300 feet in length, would be added along Wayne Avenue

#### **Intersection Traffic Operations**

The signal phasing would not be modified at this location. The average delay per vehicle is projected to decrease slightly at this intersection (by 5-10 seconds) during the PM peak hours

#### **Wayne Avenue at Dale Drive**

**Changes to intersection.** An eastbound left turn lane, approximately 200 feet in length would be added along Wayne Avenue. A station would be provided in the median of approximately 150 feet east of the intersection. LRT vehicles would transfer from the shared inside travel lane into a dedicated transit lane serving the station platform. These dedicated lanes would merge back into the shared travel lanes beyond the station. Due to the location of the station, a westbound left turn lane cannot be added at this intersection, as pedestrians would cross to the median using the signalized pedestrian crossing at Dale Drive and then walk in a protected median walkway to the station. Left turns would still be permitted.

#### **Wayne Avenue at Dale Drive -Intersection Traffic Operations**

The signal phasing would be modified at this location to add a new signal phase serving westbound LRT vehicles which cannot operate concurrently with westbound Wayne Avenue traffic. Eastbound traffic on Wayne Avenue could operate at the same time as the westbound LRT vehicles. The average delay per vehicle is projected to decrease slightly at this intersection during the PM peak hour.

#### **Wayne Avenue at Sligo Creek Parkway – Changes to Intersection**

Approximately 300 feet west of the intersection, eastbound LRT vehicles would transition from shared operations to a dedicated transit lane. An eastbound left-turn only lane and an eastbound shared through/right turn lane would be located on either side of this dedicated transit lane. This requires the widening of the street from four lanes currently to five lanes. Wayne Avenue would be widened by two lanes east of the intersection. The dedicated eastbound lane for LRT vehicles would continue beyond the intersection the Plymouth Street tunnel. A new shared through lane for westbound traffic would be added at the intersection. This lane would extend to the east to the point where the Purple Line turns from Wayne Avenue and enters the tunnel section beneath Plymouth Street.

#### **Wayne Avenue at Sligo Creek Parkway – Intersection Traffic Operations**

The signal phasing at this intersection would not need to be modified to accommodate these changes. The average delay at this intersection during the PM peak hour is expected to decrease by approximately 5 seconds when these changes are implemented.

#### **Tunnel Analysis**

**Surface Alternate** – Silver Spring Transit Center to Bonifant, through Library Site to Wayne at-grade.

**Tunnel to Cedar Alternate** – Silver Spring Transit Center south into tunnel to Wayne at Cedar then at-grade

**Tunnel to Mansfield Alternate** – Silver Spring Transit Center south into tunnel to Wayne near Mansfield then at- grade

#### **Summary of Tunnel Analysis**

Alternate	Stations	Cost	Length	Travel Time
Surface	SSTC, Fenton, Dale & Manchester	\$120M	7,950 ft.	9.0 mins.
Tunnel to Cedar	SSTC, Dale & Manchester	\$270M	9,250 ft.	6.0 mins.
Tunnel to Mansfield	SSTC & Manchester	\$335M	9,150 ft.	6.1 mins. * 5.4 mins. **

**\*With Dale Drive Station**

**\*\* Without Dale Drive Station**

**Note:** Underground Dale Drive Station would add additional cost of \$100M-110M for Tunnel to Mansfield alternate

**Station at Dale Drive?** Under the High LRT alternative, there is no change in ridership by going to the longer tunnel with an underground station at Dale Drive. If the Dale Drive Station is eliminated, there is a loss of 2375 daily riders and there will not be a station between the Silver Spring Transit Center and the Manchester station. Under the Low and Medium LRT alternative, if the Dale Drive surface station is eliminated, there is a loss of 1,400 daily riders. The loss is less because under the Low and Medium LRT (and BRT) some riders will shift to the Fenton Street station.

**Schedule**

Public Outreach	Ongoing
Public Open Houses	May 2008
Alternatives Analysis/Draft Environmental Impact Statement Document	Aug. 2008
AA/DEIS Circulation - ( <i>expanded to 90 days per community request</i> )	Aug. – Nov. 2008
Public Hearing	Sept. 2008
Selection of Preferred Alternative	Dec. 2008
Request to Enter PE/New Starts Submission	Mar. 2009
PE/FEIS Completion	Feb. 2010
Initiate final Design	Jul. 2011
Start Construction	Summer 2012

**Next Steps**

Community Meeting April 28<sup>th</sup>  
Input on Wayne Avenue Design  
Follow-Up Coordination  
May Open House Meetings  
- East Silver Spring – May 14<sup>th</sup>

**Discussion**

Lucinda Lessley asked about the cost effective numbers.

Mike Madden responded we won't have this information until we have the documents. Currently the ridership numbers look good and it is a matter of containing the cost in the budget.

Darian Unger asked Mike Madden to discuss their efforts and coordination with Montgomery County and the Silver Spring Library

Mike Madden responded that they had met with the County, Silver Spring Regional Center and Friends of the Library and showed them the concept of the station coming through the site but there has been no agreement. It seems like both the County and from a project standpoint that it would be a good idea to have a station there. Once Montgomery County gets an architect on-board than we would have our architects and engineers work with them in terms of incorporating a station to that design and that the County would go forward with their project and not hold up their project because of the purple line.

Gary Stith stated they had asked for a definition of an envelope in terms of width, height and alignment so we have it as defined as we can get it at this point so we can have a feel for how it would fit on the site and to have an architect start looking at the layout.

Evan Glass stated that in the last couple of months ridership numbers have changed so how far along into this process can the number change? What's done with the methodology because ridership is an issue a lot of people are looking at to see if this would be utilized and how a few months ago numbers changed?

Mike Madden responded that the numbers went up roughly by twenty thousand daily boarders. In our initial estimates that we presented in December at the open houses it was not counting people using a major portion of their trip on metro and MARC the numbers where the same but we did not count them or realize they were purple line riders. People using the purple line either to access metro or go the other way around were being counted as Metro and MARC riders even though they used a portion of their trip on the purple line. Once we discovered that we realized we needed to add those riders into the purple line also and that's what changed the numbers and they where mostly metro riders. The numbers that are in the latest newsletter will be in the document. After we select a preferred alternative we are going to do a Phase II for the modeling estimates, have a new Council of Government model and are planning to do a new survey because what we are using is probably 4 or 5 years old. We will re-do the numbers after the preferred alternative is selected.

Tom Autry stated we have a Master Plan Advisory Group at the Planning Board that will help the staff with the review of the Environmental Impact Statement when it comes out and once the preferred alternative is selected to develop a functional Master Plan for the entire corridor from Bethesda to Takoma/Langley. Once MTAs document is out the staff will develop a memorandum present it to the Planning Board with our thoughts on the recommended alternative.

Marilyn Seitz asked if the Purple Line newsletter was sent to all residents. You always refer to LRT and it seems that is your preference. It seems we just got all the rails off the roads and we are trying to get rid of the visual litter of wires above ground now we are talking about adding rails in the ground which are not pedestrian friendly and not bicycle friendly but it seems to me that the Bus Rapid Transit is much more user friendly.

Mike Madden responded that they have a mailing list of 65,000 and everyone on the list received the newsletters and it is for everyone within a certain distant of the alignments. The BRT options are less costly and rider ship is somewhat lower but generally they are more cost effective. LRT if they are in the street are pedestrian friendly and there are problems with bikes getting caught in the rail but for the most part they are pedestrian friendly if you are embedding them into the rails. BRT is an option but we talk about LRT because that is what the community is more interested in and both Counties have expressed a strong preference for LRT compared to BRT.

Debbie Spielberg asked about the power station associated with LRT that would be located every so many feet and what does it look like

Mike Madden responded a substation was needed to provided the electrical power every 1 ¼ mile. I heard people describe it as the size of a trailer truck. We have heard the comments and concerns from the public about where we will place these but we really don't know until we get

into detailed design. We would place them in a more urban setting where you can incorporate it into an existing building. In some cases they could be underground and you need access to them but they could be strategically placed.

Debbie Spielberg stated that Wayne Avenue is a bike greenway and is on hold until a purple line decision is made.

Mike Madden responded that there is a green trail on the north side and our video actually shows the trail. We would hold to the trail every right-a-way except where we provide the new turn lanes under the scenario of shared with turn lanes and at the intersections we would have to widening out and replace some of the trail. Under the original plans of the trail they were actually narrowing the road in some areas but we talk to Park and Planning and the County about the trail and to keep the road right-a-way where it is and this means that beyond the right-a-way would be a landscape area, sidewalk, trail and this would be a shared bike and walkway.

Alan Bowser stated that he was strongly supportive of mass transit and the Purple line. I think it is important east and west connection and we need to figure out how to build and fund it. As a member of the community directly effected and living on Deerfield Avenue I can look out my window and see the front of Silver Spring International Middle School and Wayne Avenue. As the President of the Civic Association which is effected by the Wayne Avenue alignment and the Silver Spring alignment our Civic Association and the Seven Oaks/Evanswoods Association had a vote on February 28 and both meetings were very well attended. Our Civic Association was not interested in a Purple Line at Wayne Avenue or Silver Spring Thayer and a third of the people were interested in the Purple Line on Wayne Avenue but more people are interested in fixing the existing buses and improving bus service in that area some are not interested in transit at all. Seven Oaks/Evanswoods people were strongly supportive of the underground alignment on Wayne Avenue. Basically the Purple Line without a stop at Wayne Avenue and Dale Drive has major impacts on the community but no benefits. There would have to be a station at Wayne Avenue and Dale Drive for a benefit to occur for the community. They are concerned about increase congestion, traffic problems, cut through traffic, pedestrian safety at Sligo Creek Elementary School and the Silver Spring International Middle School, and a very substantial widening of Wayne Avenue. Those that have been following this closely feel that to do what MTA wants to do above ground on Wayne Avenue would require widening Wayne Avenue to about the size of Colesville Road so a pretty substantial impact from Fenton Street down to Sligo Creek Parkway. My questions is about the street widening and if that is true and finally the other concern is whether or not having this widening with the turn lanes what this might do for the future of the zoning area. You have a transit station at the corner of Wayne Avenue would that mean development would follow and transform the character of the community? People that have lived there for awhile are concerned about the character of their community. I am passing this information along to Board members so this discussion is not one sided MTA. There are some very strong feeling about transit coming through established neighborhoods and as MTA will tell you this is the most difficult section of the entire route to program and design because of the impact it would have on schools and neighborhood. How much widening of Wayne Avenue would there be if the Purple Line was above ground.

Mike Madden responded that this information was provided last week in terms of exactly where

we would be required to widen it and I don't have that information with me this evening. If it is on the surface it would be in shared lanes with left turn lanes. Where we have to provide a left turn lane that's another lane 11 to 12 feet where you have to widen except at the intersection.

Darian Unger asked Mike Madden what lessons did you take from the tunneling issue that happened on the Dulles line? Looking at a map and everything I know about engineering there is a mistake in one of your numbers on the Mansfield one there is no practical way that it could be shorter than the Cedar one.

Mike Madden responded that it is the overall length that is a little shorter because we are able to cut the corners and make it straighter.

Darian Unger responded that it makes him think this was something done to placated and maybe a plan view would help but the reason this came up as a kind of new proposition but it is not really an alignment because it was not in the plan but you have been pushed to do this by the community to do an analysis of that and we have heard from several different civic groups with many concerns so I wonder how well do you address the civic associations.

Mike Madden responded in terms of the Dulles project it just reminds us that cost effectiveness is very key and I don't know what type of deal they had but apparently they were being grandfathered into a different cost effectiveness number that is higher than what the cost effectiveness is today and somebody had second thoughts and it was not meeting all the cost effectiveness requirements and what that tells us is that we need to make sure it does that when we select the alternative whether it BRT, LRT, median or high we need to make sure it passes in terms of cost effectiveness. Through the years we've changed alignments, dropped alignments and things like this because of what the numbers were telling us, impact was too great and because of concerns expressed by the community.

## **Strategic Plan**

Vic Weissberg:

- Thanked Marilyn Seitz and Lucinda Lessley for their efforts in helping put the Silver Spring Citizens Advisory Board Strategic Plan together. Thanks to all that have heard this before at their Committees and most recently the Executive Committee for taking a look at the draft that is before you this evening. The principle goal is to come up with some procedural ideas and suggestions that can enable us to be more effective, communicate better, more proactive, focused and strategic. We divide things into three basic goal areas.
  - Goal I: Strengthen the Organization of Advocacy Efforts really fine tuning how we position ourselves as advocates for the community using our Annual Report as the annual plan for how we intend to carry out those efforts.
  - Goal II: Strengthen the Coordination of Advocacy Efforts is how we can coordinate with other groups both internally and externally. How can we communicate better amongst ourselves, the Urban District, TMD and I would like to add to the draft mention of the Recreation Board and our counterpart Boards around the County from Region to Region.

- Goal III: Improve Communications and we have come up with several suggestions in terms of how we could better communicate. One other item added is the updated Roaster whenever we have new members appointed. We wanted to recognize that we are all volunteers and as such I think it is important to have an up tempo collegial type atmosphere and one thought to that is the last bullet and that is to participate in the annual Thanksgiving parade and other similar civic events.

Debbie Spielberg stated that this is a five minute explanation and this group has done an incredible amount of work and Gary and I met with the facilitator for our retreat and he was amazed at how well the information was put together. The more in-depth discussion about this will hopefully happen at the retreat.

Marilyn Seitz asked that the Board review the material and possibly vote on it with more additions and changes in May so we could get into it at the Retreat on May 31.

Vic Weissberg stated that this is the draft you are seeing tonight but if you could offer comments between now and the next meeting so we can vote on it in May and then hopefully at the retreat we can have a conversation about not the words on the page but how to implement it.

### **Committee Reports**

#### **Transportation and Pedestrian Safety Committee**

Darian Unger reported that:

- The last meeting summary is located on page 17. We discussed the Silver Spring Library and have a draft letter in the packet for full Board approval and the other item discussed was the Metropolitan Branch Trail which has come to a halt and thanks to Ben Stutz for his input from County Council. The letter proposed is located on page 18 and the result of two meetings worth of discussion. A friendly amendment from Debbie Spielberg was that we should point out that this is a reversal from our position two years ago when we advocated. I move that letter be approved by the Board (*2<sup>nd</sup> Stevens*)

Darin Unger stated that the letter is in four parts, first point better use of tax payer money than reimbursing people for library parking and administrative reasons and why you may not want to do that. Point 2 is discussing some things we want them to consider. We want on site handicap parking and a safe pick-ups and drop-off spot. Point 3 may be handled better in another Committee and the Point 4 the potential integration or mixing of a Purple Line stop if that alignment is proposed and selected. The Library Manager when asked about this did not mention conflicts and this is the layout of the letter.

Mary Pat Spon reported that the Urban District Advisory Committee recommended that this Board go along with them in recommending that the County again consider a design competition for the new library like they had for the Civic Building.

Alan Bowser stated that there is a lot about the library that he does not know. The first point is problematic because the Board voted in favor of free parking at libraries and a change has occurred and I don't know what the issues are that are involved. Other Committees are

interested in the library and I think it is premature to send a letter about the library without having other committees involved and finally I would like to see a presentation by the Friends of the Library or County Library people to see what we are talking about before this Board takes a position on a library issue. Therefore I do not support the letter and ask that the Board postpone this issue until we have more of a foundation to really make an evaluation.

Kathy Stevens stated that we discussed this at the Committee meeting and strongly supported the letter but I would remove point 3 and reserve it for later and have the letter focus on the Transportation issues because of bigger issues and questions on the programming the library etc.

Debbie Spielberg stated that she supports the first two points in the letter. The most important information about the free parking versus not free parking if there have been informal estimates there is nothing we could put in the letter that free parking would cost approximately one-million dollars a year because it would have to be provided on all libraries. I agree regarding removing point 3 and wait until we have a better idea of what we want to say about the library and I would make a motion that we the 4<sup>th</sup> point because I don't totally understand what the intersection of the library and purple line are and how it intercepts with the whole concept with potentially having more green space in front of the library and is this a trade-off because when we were having the turf discussion some of what came up was perhaps there going to be this space by the library to accommodate green space. Maybe the Purple Line is a better idea and maybe that is more on what we want transportation and public transit and I am not sure we need to decide this in the letter at this time.

Mark Woodard stated that his question was on process and given that there considerable conversation on this matter and given the time could this letter wait until the next meeting unless there is something pressing that it has to go out I would suggest taking the issue up next month.

Darian Unger stated that the parking issue is an Operating Budget issue and that is in front of County Council this month. Perhaps we could divide the letter and go for parts one and two now and reconsider parts 3 and 4 next month in the interest of time. The first two part of this letter are timing critical and the second two parts it does not matter if we wait a month.

Debbie Spielberg proposed that we amend the letter and postpone points 3 and 4 and that the Board consider 1 and 2 (2<sup>nd</sup> Stevens).

Darian Unger responded that if we approved the first two parts that next month nobody is going to approve parts 3 and 4 because they are always going to be considered further off and more important and worthy of more discussion and that the other two parts will die unless we incorporate it into one letter about transit issue and the library.

Kathy Stevens stated that it is right for another committee or the same committee to take up at another time.

Debbie Spielberg proposed an amendment that the Board consider points 1 and 2 of the letter and take a vote on it

**Motion:** (Spielberg, Weissberg) the Silver Spring Citizens Advisory Board agreed to considering points 1 and 2 (*7 in favor and 2 opposed, 2 abstentions*)

**Motion:** The Silver Spring Citizens Advisory agreed to sending the revised letter out with only points 1 and 2 and removing points 3 and 4 (*9 in favor and 2 opposed*).

***The next transportation and pedestrian safety committee meeting will be on Wednesday, April 30.***

### **Neighborhoods**

Alan Bowser reported that:

- The last Neighborhoods Committee meeting summary is on page 21 and six items for Board consideration. The first letter is on page 28 and follows-up our discussion of the North Four Corners Park to Chairman Hanson in opposition of the facilities plan and to indicate our concern about the recent damage to the park. This letter was sent last month and we have responses from the County Executive that said he had taken it out of the CIP and President of the County Council said they put it in the CIP. I received a call from Mary Bradford, Director, Department of Parks and she was concerned about this letter and told us that they have been responsive to community concerns with that conversation this afternoon I am proposing we send a version of this letter forward. I move the Board approved this letter as revised.

**Motion:** (Bowser, Stevens) the Silver Spring Citizens Advisory Board agreed to send the amended letter to Chairman Hanson expressing opposition to MNCPPC's facilities plan and concern about the recent damage to the North Four Corners Local Park. (*See informational materials for finalized letter*)

- The next letter is on page 30 regarding the CSAFE program which we have discussed before. CSAFE requires funding for all kinds of sources but especially from the Governor's office of Crime Control and Prevention. We have asked the County Executive in the pass to support this program and this letter is to ask the Governor to support the program and I move the approval of this letter

**Motion:** (Bowser, Weissberg) the Silver Spring Citizens Advisory Board agreed to send the letter to the Governor's Office of Crime Control and Prevention regarding the Board's supporting the Maryland International Corridor CSAFE and City of Takoma Park in their application to seek continued funding. (*See informational materials for finalized letter*)

- The next letter is on page 31 to the County Executive expressing the Boards strong support for the recommendations of the Long Branch Advisory Committee and I move that the Board approve this letter.

**Motion:** (Bowser, Glass) the Silver Spring Citizens Advisory Board agreed to send the letter to the County Executive expressing support for the recommendations of the Long Branch Advisory Committee. (9 in favor, 1 opposed and 1 abstention) (*See informational materials for finalized letter*)

- The next issue is a Resolution on page 33 of the Board expressing support for the people in Long Branch and recognizing Earth Day. I move that the Board support the Resolution.

**Motion:** (Bowser, Seitz) the Silver Spring Citizens Advisory Board agreed to adopt the Earth Day Resolution April 14, 2008. **(8 in favor, 2 opposed, 1 abstention)** *(See informational materials for finalized letter)*

- The next letter is on page 34 to the Director of Department Housing and Community Affairs expressing the Boards support for the work that Montgomery County Department Housing and Community Affairs Community Revitalization has been doing in regard to Long Branch Pedestrian Bridge and trail. I move that the Board support this letter.

**Motion:** (Bowser, Glass) the Silver Spring Citizens Advisory Board agreed to send the letter to the Director of Department Housing and Community Affairs expressing the Boards support for the work that Montgomery County Department Housing and Community Affairs Community Revitalization has been doing in regard to Long Branch Pedestrian Bridge and trail. **(8 in favor, 1 opposed 2 abstentions)** *(See informational materials for finalized letter)*

The next neighborhood Committee meeting is on April 21, 2008 and topics of discussion will be Public Safety Update, Montgomery County and the Anacostia Watershed, Foreclosures and Abandoned Property in Montgomery County and Historic Preservation Update.

#### **Commercial Economic Development Committee**

Marilyn Seitz reported notes of the last CED meeting are on pages 36 and 37. The next meeting is on Wednesday, April 16.

Gary Stith announced at the next CED meeting there will be a presentation on historical markers design. There will also be a discussion on the ZTA for additional height in Fenton Village.

Kathy Stevens announced that Impact Silver Spring will host the Spirit of Silver Spring on Thursday, May 8 at 6:30 p.m. featuring the 2008 Impact Awards and if you need ticket contact me.

**9:05 p.m. Meeting adjourned**

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